(ग) और (घ) जी, नहीं। रेलें , मध्य प्रदेश राज्य में विभिन्न पिछड़े क्षेत्रों के विकास के लिए रेल अवसंरचना की व्यवस्था करने का प्रयास कर रही हैं। सतना-रीवा नई लाइन, जिसे 1993 में पूरा किया गया था, ऐसी ही एक परियोजना है। ऐसी ही अन्य परियोजनांए . जो इस समय प्रगति पर हैं वे हैं – गुना-इटावा, देवास-मकसी तथा गोधरा- इन्दौर नयी बड़ी लाइनें। रेलों ने दिल्लीराजहरा- जगदलपुर तथा विश्रामपुर- अंबिकापुर नई बड़ी लाइनों से संबंधित कार्य को भी रेल बजट -1995 -96 में शामिल किया है जो जब पूरी हो जाएगीं तो मध्य प्रदेश के बस्तर तथा सरगुजा जिले जैसे अन्य पिछड़े क्षेत्रों में व्यापक रेल अवसंरचना की व्यवस्था करेंगी। छिंडवाडा क्षेत्र में परसिया-छिंदवाडा खंड का आमान परिवर्तन कार्य भी शुरू किया गया है तथा इसे 1995-96 में पूरा करने का लक्ष्य है जबकि जबलपुर- गोंदिया खंड के कार्य को, अनुदान की पूरक मांगों के माध्यम से 1995-96 में बिना बारी के कार्य के रूप में करने का भी प्रस्ताव हैं।

(ड) प्रश्न नहीं उठता।

New Projects for Madras Port Trust

2153. SHRI S. MADHAVAN: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) what are the new projects submitted by the Madras Port Trust;

(b) by when these projects would be implemented;

(c) what is the cost of these projects; and

(d) the money allotted for implementing these projects?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) to (d) The new major projects submitted by Madras Port Trust are as follows:

(i) Construction of one multi-storeyed transit shed by dismantling West Quay transit shed and converting the balance area into storage yard has been sanctioned on 19.6.95 at an estimated cost of Rs. 18.30 crores with the completion period of 30 months from the date of sanction. An amount of Rs. 5.50 crores has been provided in the Annual Plan 1995-96.

(ii) Extension of South Quay and modernisation of East Quay berths at an estimated cost of Rs. 40.34 crores. The completion period will be 42 months after sanction. Rs. 0.10 crores has been allocated in the Annual Plan 1995-96.

(iii) Modernisation of West Ouay and Extension of North Quay at an estimated cost of Rs. 41.95 crores. The completion period will be 42 months after sanction. Rs. 2.00 crores has been provided in the Annual Plan 1995-96.

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(iv) Further extension of container terminal at an estimated cost of Rs. 195.25 crores and the completion period will be 42 months after sanction. An amount of Rs. 5.00 crores has been provided in the Annual Plan 1995-96.

दिल्ली में पब्लिक कॉल आफिसेज

2145.**श्री गोविन्द राम मिरी**: क्या संचार मंत्री यह बताने की कृपा करेंगे कि:

(क) दिल्ली के दक्षिण I और दक्षिण II क्षेत्रों के पब्लिक का ल आफिसेज (पी.सी.ओ/ आई.एस.डी./ एस.टी.डी.) का उनकी संख्या सहित एक्सचेंज-वार ब्यौरा क्या है और समाज के किस-किस वर्ग के हित में इन आफिसेज को स्वीकृत किया गया है।

(ख) क्या पब्लिक कॉल आफिसेज का अनुमोदन करते समय संसद सदस्यों की सिफारिश पर भी ध्यान दिया जाता है; और

(ग) यदि हां तो संसद सदस्यों की सिफारिशों और मंत्री जी की पहल पर अनुमोदित किए गए पब्लिक कॉल आफिसेज का ब्यौरा क्या है?

संचार मंत्रालय में राज्य मंत्री (श्री पी.वी. रंगय्या नायडू): (क) से (ग) सूचना एकत्र की जा रही है और सभी पटल पर रख दी जाएगी।

Rakes and line capacity of the Suburban Railway System

2155. SHRI PR AG AD A KOTAIAH:
DR. SHRIKANT RAMCHANDRA JICHKAR:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the rakes and line capacity of the suburban railway system is not increasing proportionate to the increase in suburban passenger traffic; and

(b) if so, what steps are being taken to improve this situation?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) No, Sir.

(b) Does not arise.

Establishment of medical unit at Ballyghat and other places

2156. SHRI RAMACHANDRAN PIL-
LAI: Will the Minister of RAILWAYS be pleased to state:

{a) whether it is a fact that the Railway Ministry had as early as in 1990 sanctioned health units for Dakshineshwar, Baranagar and Ballyghat for Railway employees;

(b) if so, whether it has been implemented; and

(c) if not, whether Government are taking steps to establish medical units at above places?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) to (c) A Health Unit was sanctioned only at Dakshineshwar. A lock up dispensary is in operation, everyday, at Dakshineshwar at present. For the present staff strength, at the places mentioned above and with convenient train services/road transport facilities available to reach existing Railway Hospitals nearby, there is no need to have the health units.

Reguiarisation of Railway Employees Working in Cooperative Stores

2157. SHRI E. BALANANDAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Supreme Court's order dated 7th April, 1994 directed the Railways to treat the employees of the Railway Employees Cooperative Stores as regular Railway Servants and give them the pay-scales that are given to regular Railway servants in cooresponding posts w.e.f. 1st July, 1990.

(b) if so, what action has so far been taken to comply with the order, and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) The Hon'ble Supreme Court vide their judgement dated September 7, 1994 dismissed the Special Leave Petition of the Railways against the judgement dated 29.6.90 of CAT/ MADRAS in O.A. No. 305/88 wherein the Hon'ble Tribunal directed the Railways to treat the employees of the Railway Employees Cooperative Stores in the Southern Railway as regular Railway servants and give them the pay-scales that are given for regular Railway servants in corresponding posts w.e.f. 1st July, 1990.

(b) and (c) Since the judgement involves policy decisions on fixation of pay-Scales and other related service matters in respect of the Applicants, a detailed study of these will require time. Accordingly efforts are being made to get more time from the Hon'ble Tribunal to study these aspects.